

APPENDIX 5.3.1

STRATEGY AREA 1

Urban Development

DIRECTING GROWTH AND DELIVERING QUALITY

A growth management strategy that directs growth to where the benefits are greatest, where adverse effects are minimised, and delivers on quality

Insert total cost per strategy pie (Opex)

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Insert strategy tree

Introduction

The appeal of a city, and the quality of life it provides, are directly related to its urban form and design. A well-planned city is attractive and easy to get around. It has a distinctive character and 'feel'. It values and preserves its heritage. And it offers a good range of places to live and work, and plenty of things to see and do.

Wellington's urban environment is shaped by its landscape — the harbour, hills, Town Belt and coastline. It is a compact, vibrant city, with a distinct heart and good access to transport. But it will only hold on to these positive traits if future development is carefully managed.

Over the period from 2001-2026, Wellington's population is forecast to grow by 19 percent, meaning an extra 33,000 people will be living here. Lifestyles are changing too: more people are living alone, or in smaller households, and people are choosing to live closer to shops and places of work.

These developments mean the number of homes in the city will increase significantly over the next couple of decades. Since land is limited, demand for high-density/infill housing is likely to increase, and the city is likely to grow where there is available land.

In addition, the city faces other challenges. Suburban centres need to be more attractive and provide better amenities. Heritage buildings need more effective protection. Overall building design standards need to be raised, and the city's built environment needs to more effectively recognise our status as the nation's capital.

Key facts

Number of people living on each square kilometre of land in the city (2001): 567.

Total value of non-residential building consents (year ended September 2005): \$297.6 million. Percentage increase since previous year: 57.3.

Number of inner-city dwellers that walk to work 62 percent as compared to 40 percent in Auckland and 33 percent in Christchurch.

OUR LONG-TERM OUTCOMES

The long term direction for our Urban Development Strategy is based on ensuring growth is directed to areas where the benefits are greatest, avoiding adverse effects; and delivering a quality urban environment. For Wellington city, the benefits are greatest when most new growth is directed to areas that are already well connected, offer high levels of amenity, and have some or all of the supporting infrastructure. As a signatory to the Urban Design Protocol, we are committed to improving urban design outcomes in both the public and private domains.

Our strategy is built around a 50-year growth concept that reinforces the physical and spatial characteristics that make Wellington so distinctive. The 50-year growth concept is illustrated in the diagram on page xxx and includes the concept of a 'growth spine' along which more intensive urban development will be encouraged. This growth spine will be located along

key public and road transport routes. From the central city, it will stretch northwards towards Johnsonville and south to Newtown and Kilbirnie. By encouraging growth in these areas, we hope to preserve Wellington's compact nature, avoid urban sprawl, ensure growth is based around key 'urban villages' with high-quality amenities, and protect the environment by encouraging people to live close to their work or to public transport hubs.

Over the next 10 years, we aspire to the following outcomes:

1.1 (A) MORE LIVEABLE: WELLINGTON WILL BE A GREAT PLACE TO BE, OFFERING A VARIETY OF PLACES TO LIVE, WORK AND PLAY WITHIN A HIGH QUALITY PUBLIC ENVIRONMENT.

Providing choices for an increasingly diverse community will be important if Wellington is to attract and retain a creative and dynamic population. It will be a city that offers residents' quality choices about where they live – in apartments, townhouses or traditional stand-alone dwellings. Affordability of housing plays an important role in this regard. Employment will continue to be predominantly located in the central area, but increasingly there will be opportunities to work in attractive and safe suburban centres and for people to work from home. The city's recreational resources will be protected and managed sustainably. This will include the green network, well designed public spaces in the central area and suburban centres, the coastline and rural areas. Making the city more liveable will mean:

- providing urban environments that are healthy, safe, attractive and meet our daily needs
- ensuring capacity for growth in the areas where it is most sustainable
- encouraging good quality development that provides for a range of lifestyle choices and a mix of household sizes in each part of the city
- continue to take a proactive approach to public housing and support initiatives to develop more affordable housing.

1.1 (B) MORE SUSTAINABLE: WELLINGTON'S URBAN FORM WILL SUPPORT AN EFFICIENT AND SUSTAINABLE USE OF OUR RURAL AND NATURAL RESOURCES AND PROMOTE PROSPERITY AND SOCIAL WELL-BEING OVER THE LONG TERM.

It is important that growth does not diminish the city's natural capital. The distinctive natural and semi-rural areas that surround the city are an important part of our sense of place. They offer natural amenity to urban dwellers by providing a range of recreational, environmental, economic and social benefits. In addition, the natural environment also has its own intrinsic value. These values and benefits will continue to be acknowledged and carefully managed as a bottom-line requirement for future urban development. Building a sustainable city means:

- protecting and maintaining a green network of parks and open spaces around and within the urban environment
- reducing our ecological footprint by applying sustainable design principles in all aspects of urban development and urban living
- Having a long-term vision for the rural areas of the city that is sustainable and reflects the natural values of the land.

1.1 (C) BETTER CONNECTED: WELLINGTON WILL BE EASY TO GET AROUND, PEDESTRIAN-FRIENDLY AND OFFER QUALITY TRANSPORT CHOICES ON A HIGHLY INTERCONNECTED PUBLIC TRANSPORT AND STREET SYSTEM.

Good access from homes to shops and services, places of work and recreational destinations is essential in any successful city economy. This will be reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, commercial vehicles, walking and cycling). Ensuring the city is better connected will mean:

- an increasingly pedestrian- and cycle-friendly city, where more trips can be made safely using active modes
- ensuring that local, city-wide and regional road and passenger transport systems function effectively for people and freight.

1.2 MORE PROSPEROUS: WELLINGTON'S URBAN FORM, AND FLEXIBLE APPROACH TO LAND USE PLANNING IN THE CENTRAL CITY, CENTRES AND INDUSTRIAL AREAS, WILL CONTRIBUTE TO ECONOMIC GROWTH AND PROSPERITY.

Urban form is an important factor in unlocking economic potential and assisting economic flows. The compact layout of our urban areas combined with close proximity to major commercial centres and good transport linkages, is a real competitive advantage for Wellington city. Building on this good form and maintaining a flexible approach to land use planning in these areas will allow building owners and developers to respond readily to changing market needs and at the same time maximise compactness and travel choice. Making the city more prosperous will mean:

- continuing with compact city principle
- promoting the central area and main centres as ideal locations of commercial activity
- allowing commercial, office, residential and industrial uses to occur as of right in the central area and suburban centres adjacent to main transport routes and
- ensuring capacity for growth in the areas where it is most sustainable.

1.3 MORE COMPACT: WELLINGTON WILL HAVE A CONTAINED URBAN FORM, WITH INTENSIFICATION IN APPROPRIATE AREAS AND MIXED LAND-USE, STRUCTURED AROUND A VIBRANT CENTRAL CITY, KEY SUBURBAN CENTRES AND MAJOR TRANSPORT CORRIDORS.

Wellington's residents value the city's intensive and vibrant central area and the stunning green spaces on the city's doorstep. The wrong kind of growth has the potential to damage both of these. To make sure this doesn't happen the Council will continue to contain development within the established edges of the city. The Outer Green Belt and rural areas will effectively establish clear edges to the city. The resulting compact urban form will minimise transport distances, make public transport more viable and result in better use of infrastructure. Building a compact city will mean:

- focusing and encouraging growth along a spine (in the central area, around key suburban centres and on key transport routes) where mixed land-use can provide the services, shops, jobs and most of the homes for a growing population
- increasing the density of development in these areas so that there are sufficient people and activities to support passenger transport
- encouraging infill development to occur in and around suburban centres and key transport nodes, in a careful and considered manner, taking account of local sense of place values and the potential effects on neighbouring property owners. (This may result in some areas, particularly areas with valued suburban character, having future infill capacity constrained).

1.4 SAFER: WELLINGTON WILL BE A SAFE PLACE TO BE, WITH WELL DESIGNED BUILDINGS, SPACES AND CONNECTIONS BETWEEN THEM.

High-quality environments and quality design can enhance people's lives in many important ways. A perception of safety and security is critical to attracting public occupation of public spaces and places. Buildings, spaces and the connections between them, need to be well designed to make places lively and safe and facilitate contact among people. Active, occupied edges to buildings provide the opportunity for more people to be coming and going at all times of the day, thereby adding to the vitality and safety of the city. Making the city safer will mean:

- improving the design of private buildings, particularly where these interface with the public environment
- applying principles of crime prevention through environmental design when assessing development and in the design of public spaces
- promoting good building design to respond to building location and activities that take place within buildings.

1.5 STRONGER SENSE OF PLACE: WELLINGTON WILL BE A MEMORABLE, BEAUTIFUL CITY, CELEBRATING AND BUILDING ON ITS SENSE-OF-PLACE, CAPITAL CITY STATUS, DISTINCTIVE LANDFORM AND LANDMARKS, DEFINING FEATURES, HERITAGE AND HIGH QUALITY BUILDINGS AND SPACES.

Wellington's success as a city relates closely to its sense of place. Wellington has a dramatic setting, is compact, and has good public transport. It is at the centre of the nation and is the national capital. It will have distinctive and beautiful buildings connected by high-quality public spaces and recognise the legacy of the past through the protection and conservation of its natural and cultural heritage. Building on Wellington's distinctiveness will mean:

- protecting and enhancing the elements of the city's sense of place, including the compact walkable nature of the city, its series of urban villages, its heritage buildings and objects, notable trees, heritage areas, Maori heritage sites, national capital uses, landmark natural and built features

- having more distinctive high quality buildings and increasing the focus on the quality of urban design, by integrating the planning of buildings and spaces, and the networks that connect them, at all scales across the city.

HOW WE'LL MEASURE OUR PROGRESS TOWARDS THESE OUTCOMES

To assess whether Wellington is becoming more liveable, we will survey residents to find out their perceptions of the city as a place to live, and their views on whether the city offers a range of places to live, work and play.

To assess whether Wellington is becoming more sustainable, we will monitor trends in population density in inner-city residential areas, suburban areas and along the 'growth spine'.

To assess whether Wellington is becoming better connected, we will survey residents to find out their views on whether the city is easy to get around and pedestrian-friendly, and whether it has a highly-interconnected street system.

To assess whether Wellington's urban design is helping to make the city more prosperous, we will monitor trends in the value of commercial building consents.

To assess whether the city is becoming more compact, we will monitor trends in building density in the central city, inner-city residential areas, and suburban residential areas, and the proportion of houses located within 100m of a public transport stop..

To assess whether the city's urban design is making it safer, we will survey residents to find out their perceptions of city safety and how urban design affects those perceptions.

To assess whether the city is developing a stronger sense of place, we will survey residents to find out whether they see heritage buildings and other features as contributing to the city's unique character and their local community's unique character, and to find out how proud they feel about how Wellington looks and feels. We will survey New Zealanders to find out their views on Wellington's attractiveness as a city.

OUR THREE-YEAR PRIORITIES

For the period 2006/09, we've identified the following priorities for our urban development work. The priorities are important stepping stones towards our long-term goals:

- We will improve the way infill development is managed in residential areas.
- We will work to improve the quality of the city's urban design.
- We will set in place a 50-year plan for the 'growth spine'.

HOW WE PLAN TO ACHIEVE THESE PRIORITIES

We already work hard to enhance the city's built environment. Our work includes creating fantastic parks and other spaces on the waterfront and throughout the city, protecting heritage sites, regulating building and development, and working with building owners to bring buildings up to earthquake standards.

Over the next three years, we plan several additional projects to deliver on our desired outcomes. We will complete our proposals for the city's 'growth spine' and develop concept plans for development of specific areas of the city. We will review our approach to infill housing. We will develop new plans for public spaces in the city centre and other areas of the city. We will carry out a review of we can enhance to the city's 'sense of place'. We plan provide incentives for the retention and enhancement of heritage assets. We also plan to support a major study on the likely timing and impact of a major earthquake in the city, and use this work to guide our transport and urban design decisions.

SIGNIFICANT NEGATIVE EFFECTS

Population growth and urban development, if not managed appropriately, can have negative effects on a city's environment and on social well-being. Left unchecked, growth can result in a reduction of open and green spaces with consequences for recreational opportunities, amenity values and even some ecosystems. Development in the wrong areas, or the wrong types of development, can place strain on infrastructure and reduce people's ability to access services and enjoy the opportunities the city offers. Poorly-managed growth, and poor development of individual buildings, can reduce the attractiveness of the city and the 'sense of place' that people identify with. As explained above, we aim to avoid or mitigate these negative effects by guiding future development into areas where the benefits are greatest and the negative effects least. The tools we use include planning, working with landowners, direct investment in development of public spaces, and using our regulatory powers under legislation such as the Building Act and Resource Management Act.

Our urban development activities

Over the next few pages, we provide detailed information about our proposed urban development activities, what they cost, who we think should pay, and how we'll measure our performance.

1.1.1 URBAN PLANNING AND POLICY DEVELOPMENT

What we do

Under this activity we develop policies and plans to encourage high-quality urban development. This includes plans for specific, key areas of the city such as the "city gateway" area, Shelly Bay, and the northern area of the city where most growth is expected to occur in future.

It also includes the District Plan, which sets out rules on land use and subdivision in the city.

Over the next three years we plan several new initiatives to enhance the quality of the city's urban design:

- We will review our policy on infill housing, including relevant District Plan provisions.
- We will review how we can use urban design to enhance the city's 'sense of place'.
- We will develop a new framework to guide development of public spaces in the central city.
- We will review our suburban centre development programme, with particular emphasis on the 'growth spine' (see activity 1.2.1 Smart Growth)
- We will work on proposals for the development of a 'Capital Precinct' with enhanced urban design and a more distinct identity for the area of the city where key government institutions are based.
- We will carry out a number of link road projects as part of the Northern Growth Management Framework.
- We will develop plans for the former Shelly Bay Air Force Base, which we acquired in 2005.
- We will continue with our rolling review of the District Plan. The programme for the next five years includes work relating to new strategic objectives such as the 'growth spine', multi-unit developments, outer residential areas, and suburban centres, along with reviews of provisions relating to: the central area of the city; heritage listings; earthworks; Aro Valley pre-1930 buildings; outstanding landscapes; the Northern Growth Management Framework; Karori suburban centre zoning; port building developments and noise levels; protection of biodiversity; open space and conservation areas; Mt Victoria and Thorndon heritage; esplanade reserves; contaminated land; and the airport.

Why it's important

Our urban planning and policy development work ensures the city develops in ways that takes account of its natural environment, unique urban character, and heritage, as well as ensuring that the city remains compact and highly-connected. This activity contributes towards the following community outcome: 'Urban development will support Wellington's uniqueness as a compact harbour city'.

How we manage our assets

The Shelly Bay property was acquired in 2005. It is managed under our Commercial Property Asset Management Plan 2006/07 while proposals for its redevelopment are being prepared. As the asset is newly acquired, no detailed performance, condition and service level requirements have yet been set.

How we will measure our performance

Performance measures	Performance targets	
1. The percentage of residents who agree the city is developing in a way that takes in to account its unique urban character and natural environment.	2006/07	85%
	2007/08	87%
	2008/09	89%
	2016/17	95%
2. District Plan team – scheduled work programme is completed on time (measured as a percentage of all projects)	2006/07	95%
	2007/08	95%
	2008/09	95%
	2016/17	95%

Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
General rate	100%
TOTAL	100%

What it will cost

(Insert financial table)

1.2.1 SMART GROWTH

What we do

This area of activity is focused on managing and planning for future growth in the city in an integrated and sustainable way. As explained in the section on our urban design strategy (previous pages), our plans for the city are based around the concept of a 'growth spine' along which more intensive urban development will be encouraged, along with enhanced amenities and transport infrastructure. This 'growth spine' will stretch from Newtown and Kilbirnie through the city centre into northern areas such as Johnsonville.

Why it's important

By encouraging growth in these areas, we hope to preserve Wellington's compact nature, avoid urban sprawl and ensure growth is based around key 'urban villages' with high-quality amenities. We also aim to protect the environment by encouraging people to live close to their work or to public transport hubs. We believe this approach will make the city more sustainable and more liveable. It contributes to the following community outcomes: 'Urban development will support Wellington's uniqueness as a compact harbour city', and 'Wellington's thriving urban and rural centres offer enhanced services and lifestyle choices'.

How we will measure our performance

Performance measures and targets for this activity are currently being developed.

Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>100%</u>
TOTAL	100%

What it will cost

(Insert financial table)

1.3.1 DEVELOPMENT CONTROL AND FACILITATION

What we do

The District Plan sets out rules on land use and subdivision in the city. Any activity that doesn't comply with the District Plan's minimum standards (for example, building too close to a boundary) requires a resource consent. Under this activity, we make decisions on resource consent applications (which may involve public notification), and monitor compliance with consents. During 2004/05, we dealt with just over 1200 resource consent applications. We expect similar levels of demand to continue over coming years.

Why it's important

This activity is required under the Resource Management Act, which aims to ensure that land and other natural resources are used sustainably. District Plan rules ensure urban development occurs in ways that are safe and sustainable, benefit the city, and protect Wellington's compactness, heritage, distinct character, and sense of place. The District Plan also ensures that any negative effects from development are mitigated.

How we will measure our performance

Performance measures	Performance targets	
1. The percentage of resource consents (non-notified) issued within statutory time-frames (20 days working).	2006/07	100%
	2007/08	100%
	2008/09	100%
	2016/17	100%
2. The percentage of applications for certification of sub-division plans that are processed within statutory time-frames (10 working days)	2006/07	100%
	2007/08	100%
	2008/09	100%
	2016/17	100%

Who should pay

User charges	40%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>60%</u>
TOTAL	100%

What it will cost

(Insert financial table)

1.4.1 EARTHQUAKE RISK MITIGATION

What we do

We work with building owners to ensure that earthquake-prone buildings are strengthened. This work includes offering financial and project management assistance.

- During 2006/07, we plan to start implementation of our new Earthquake-prone Buildings Policy. Under this policy, we aim to identify all potentially earthquake-prone buildings in the city, by using engineers to evaluate how pre-selected buildings would cope with a moderate earthquake. In some cases strengthening work will be required, depending on a range of factors. Priority will be given to buildings that will be critical after an earthquake (such as emergency services), and to pre-1965 buildings that are used by large numbers of people (such as schools, event centres and large multi-storey buildings). Note: in most cases the policy will not apply to private homes.
- Over the next five years, we plan to support a major study on the likely timing and impact of a major earthquake in the city. This study is a joint project of the Institute of Nuclear and Geological Sciences, Victoria and Massey Universities. We will use its findings to guide our decisions about infrastructure and urban design

Why it's important

Wellington's high earthquake risk means this work is critical. It protects public safety, as well as preserving the city's heritage and the economic investment made in buildings and infrastructure. In addition, implementation of the Earthquake-prone Buildings Policy is a statutory requirement. This activity contributes to the following community outcomes:

'Wellington will protect its heritage buildings and ensure that new developments are sympathetic to them,' and
'Wellingtonians will feel safe in all parts of the city'.

How we will measure our performance

Performance measures and targets for this activity will be developed following adoption of our Earthquake-prone Buildings Policy. The policy was out for public consultation at the time this long-term Council community plan was being prepared. Under legislative requirements, the policy must be in place by 30 May 2006.

Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>100%</u>

TOTAL 100%

What it will cost

(Insert financial table)

1.4.2 BUILDING CONTROL AND FACILITATION

What we do

We regulate building activity in the city to ensure it complies with the Building Act 2004, Council bylaws and other legal requirements. This work includes: making decisions about building consents and consents required under bylaws; carrying out inspections; issuing code compliance certificates; and dealing with building warrants of fitness. During 2004/05, we dealt with just over 4100 building consent applications. We expect similar levels of demand to continue over coming years.

During the next two years, we will continue to train staff and work towards accreditation as a Building Consent Authority. Under the Building Act 2004, all local authorities must become accredited.

Why it's important

We have a statutory responsibility under the Building Act to control building developments. This includes ensuring buildings are safe and sanitary, and do not threaten environmental quality or public health. This work contributes to the following community outcomes: 'Wellingtonians will feel safe in all parts of the city', and 'Wellington's urban development and buildings will be energy-efficient'.

How we will measure our performance

Performance measures	Performance targets	
1. The percentage of building consents issued within statutory time-frames (20 working days)	2006/07	100%
	2007/08	100%
	2008/09	100%
	2016/17	100%
2. The percentage of code of compliances issued within statutory timeframes (20 working days), once advised by the owner that work is complete.	2006/07	100%
	2007/08	100%
	2008/09	100%
	2016/17	100%

Who should pay

User charges	60%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>40%</u>
TOTAL	100%

We are proposing to increase some charges in the coming year to ensure that we meet our funding targets in this area. See the fees and charges section in this plan and our Revenue and Financing Policy for an explanation of funding this activity.

What it will cost

(Insert financial table)

1.5.1 WATERFRONT DEVELOPMENT

What we do

We oversee development of the waterfront in line with a guiding policy, the Wellington Waterfront Framework. Management of the waterfront area is carried out by a Council-controlled organisation, Positively Wellington Waterfront. We provide funding for waterfront enhancement projects.

During the next three years, we will:

- continue to work on development of the remaining stages of Waitangi Park near Te Papa and the Clyde Quay boat harbour. This will include completion of the Chinese and Pacific gardens near Te Papa, and progress on development of the buildings that won Wellington Waterfront Ltd's design competition in 2004/05
- continue to develop the Kumutoto area with new public plaza areas, new uses for Sheds 11 and 13, and development of site 7 with an energy-efficient 'green' office building which will house Meridian Energy
- continue with redevelopment of the Taranaki Wharf area with improved links to Te Papa and the construction of a wharewaka and whareniui

Construction of the proposed Hilton Hotel at the Queen's Wharf Outer T is expected to take place during the next three years subject to planning consents.

Why it's important

Sensitive development of this key area enhances people's enjoyment of the city and contributes to our civic pride and our 'sense of place'. The waterfront's public spaces bring people together and provide venues for a wide range of events and

recreation opportunities. High-quality developments make the city a more attractive place to live and also attract visitors and support business opportunities. In addition, the waterfront development is giving new life to many of the city's most prominent heritage buildings. This activity contributes to the following community outcomes: 'Wellington will protect its heritage buildings and ensure that new developments are sympathetic to them', and 'Urban development will support Wellington's uniqueness as a compact harbour city'.

How we will measure our performance

Performance measures for Waterfront development are detailed within the Council Controlled Organisations section of this plan.

Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>100%</u>
TOTAL	100%

What it will cost

(Insert financial table)

1.5.2 PUBLIC SPACE AND CENTRE DEVELOPMENT

What we do

We fund work to develop the street environments and other public areas in the city and suburbs. We aim to make these areas safe, lively and attractive.

We also maintain more than 80 permanent public artworks, monuments, plaques and fountains throughout the city, such as the Evans Bay Parade wind sculptures and the Cenotaph on Lambton Quay (new public artworks are funded through activity 5.4.2 Arts Partnerships in the section of this plan on Cultural Well-being).

Key public space and centre development projects for the next few years include:

- During 2006/07 and beyond, we will upgrade Lambton Quay to ensure it retains its position as Wellington's premier street. The project includes footpath widening, improved pedestrian safety, better links to the waterfront, and upgraded lighting and street furniture.

- During 2006/07 and beyond, we plan to complete a major redevelopment of Cog Park on Evan's Bay Parade. The park will include public recreation area, construction of new sports club buildings, and construction of a new boat ramp and floating pontoon, and relocation of the dog exercise area across the road. The final timing of the project will depend on resource consents.
- During 2006/07 we also plan to develop detailed designs for street furniture, and develop site-specific briefs for key central city and suburban sites.
- During the next three years, we will develop proposals for upgrade of Civic Square, and we will refurbish the former public toilets on Taranaki St.

Why it's important

This work makes the city more liveable and visually appealing. Well-planned public spaces enhance social connectedness by encouraging people to get together and enjoy recreation opportunities. And good planning also protects public safety by incorporating crime prevention through environmental design principles. This activity contributes to the following community outcomes: 'Urban development will support Wellington's uniqueness as a compact harbour city', 'Wellingtonians will feel safe in all parts of the city', and 'Wellington's thriving suburban and rural centres offer enhanced services and lifestyle choices'.

How we will manage our assets

Most Council-owned public artworks and monuments are managed under our Monuments and Sculptures Asset Management Plan. We aim to comply with all relevant legislation at all times, to maintain all assets covered by the plan in either excellent or good condition, and to make any hazards safe within 24 hours. We carry out regular condition assessments to determine the state of each asset and determine the need for maintenance or upgrade. Condition assessments have been carried out for 84 of the 104 assets managed under this plan. The vast majority are in excellent or good condition. We aim to complete condition assessments for the remaining assets in 2006/07. We have identified 67 assets that need maintenance plans. Of these, 56 have had plans developed and the remaining 11 should be developed in 2006/07.

Of the 104 assets managed under the plan, 13 have been identified as having heritage value. We manage these in line with our Built Heritage Policy, under which we have committed to conserving the city's heritage features. Further work is planning in the coming year to develop a heritage management framework to ensure these assets are conserved and properly maintained.

The Monuments and Sculptures Asset Management Plan does not cover: waterfront sculptures, which are managed by Wellington Waterfront Ltd; sculptures inside public buildings, which are managed under the relevant asset management plans for those buildings. This plan covers two monuments at Karori Cemetery. Other cemetery sculptures and monuments are managed under the Cemeteries Asset Management Plan or by the Ministry of Culture and Heritage.

Other assets that support this activity include footpaths, lighting, street furniture, urban squares and parks, and so on. These assets are managed as part of our transport network (see transport) or our parks and gardens assets (see Environment).

How we will measure our performance

Performance measures	Performance targets	
1. The percentage of residents who agree that the central city is lively and attractive.	2006/07	91%
	2007/08	92%
	2008/09	93%
	2016/17	95%
2. The percentage of residents who agree that their local suburban centre is lively and attractive	2006/07	62%
	2007/08	65%
	2008/09	68%
	2016/17	80%
3. The number of scheduled projects that are completed on time (measured as a percentage of all projects).	2006/07	75%
	2007/08	77%
	2008/09	79%
	2016/17	85%

Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
General rate	100%
TOTAL	100%

What it will cost

(Insert financial table)

1.5.3 HERITAGE DEVELOPMENT

What we do

We work with owners to aid restoration and protection of heritage buildings and other heritage assets. This is linked to our work on identifying and restoring earthquake-prone buildings (see 1.5.1 Earthquake Risk Mitigation).

Why it's important

Heritage buildings contribute to the city's distinct identity and enhance its sense of place. Upgrading of heritage buildings may also contribute to public safety. This activity contributes to the following community outcome: 'Wellington will protect its heritage buildings and ensure that new developments are sympathetic to them.'

How we will measure our performance

Performance measures	Performance targets	
1. The number of listed items in the District Plan that are demolished or removed during the year.	2006/07	No items listed in the District Plan are demolished or removed.
	2007/08	No items listed in the District Plan are demolished or removed.
	2008/09	No items listed in the District Plan are demolished or removed.
	2016/17	No items listed in the District Plan are demolished or removed.
2. The number of resource consents granted for heritage buildings in respect to additions and alterations, measured as a percentage of the total number of heritage buildings listed in the District Plan.	2006/07	A performance target is not appropriate – this measure indicates monitoring capacity rather than performance
	2007/08	A performance target is not appropriate – this measure indicates monitoring capacity rather than performance
	2008/09	A performance target is not appropriate – this measure indicates monitoring capacity rather than performance
	2016/17	A performance target is not appropriate – this measure indicates monitoring capacity rather than performance

Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
General rate	100%
TOTAL	100%

What it will cost

(Insert financial table)

10-year financial projections

OPERATIONAL SPENDING

(Insert 10 year financial table (Opex) for urban development chapter)

CAPITAL SPENDING